Charges of lilegal Voting Made by Opats of the Rev. Mr. Herald of the Bethesda Congregational-Women

The meeting of the Bethesda Congrega ional Church Society of Brooklyn Friday night to act on the resignations of the the Rev. Charles Herald, and the associate pastor, the Rev. Olin W. Caward, ended in disorder, the congregation even omitting the doxology. There has been a factional fight in the church saveral years. The Rev. Mr. Herald has been the more than sixteen years and the trouble more than sixteen years and the trouble more than sixteen years age when the pressure of ministerial duties caused the pressure of ministerial duties caused the pressure of the Rev. Mr. Herald desired that if their pastor desired an assistant before a specified time he ought to pay the man from his own salary. The Rev. Mr. Herald afterward expressed his determination to give up his place, owing to the factional feeling. He was persuaded to remain, but a few weeks ago he decided to resign and so informed the officials of the church. The resignation was presented about ten days ago and in it Mr. Herald about ten days ago and in it Mr. Herald declared that his mind was fully made up to sever his relations with the church at the end of the year.

Friday night was the time set for acting

declared that his minit was with the church at to sever his relations with the church at the end of the year.

Friday night was the time set for acting on the resignation and also that of the Rev. Mr. Caward, who has been called to a church at Mattoon. Ill. There was a large attendance when Alfred Tilly, superintendent of the Sunday school, called the gathering to order. When a motion was put to accept the resignation of Mr. Herald the latter's supporters by a vote of 100 to 98 moved not to accept it. Finding they had won and had outwitted the pastor's opponents, they immediately moved that the resignation be accepted. Charges of illegal voting were made and the meeting was in an uproar. Women shouted as loudly as the men and it was said that one weman became so excited that she fainted.

For several minutes the chairman rapped with his gavel to restore order. He finally decided to put an end to the disturbance and he asked the congregation to sing the doxology. The tumult was still great, and his remarks being disregarded, he declared the meeting adjourned. For nearly an hour members of the church lingered and discussed the alleged unchristian conduct of some of the pastor's opponents. The resignation of the Rev. Mr. Caward had been previously accepted by the congregation. Friends of the Rev. Mr. Herald assured him they were prepared to build another church for him. He refused yesterday to talk.

PREVENTS RAILROAD ACCIDENT. tice for Automatically Arresting the Speed of Trains

WASHINGTON, Sept. 22.-Consul John L. riffith, at Liverpool, has reported to the resu of Manufacturers a remarkable wice for automatically arresting the peed of railroad trains in cases of sudden danger. The plan has been tried on a por-tion of the line of the North Staffordshire Railway Company, and it has proved so uccessful that a further test will be given

n a more congested part of their lines. "The system is remarkable for its ingenuity and its simplicity," says Consul Griffth. "For a long time a system of signalling has been almost universally in use which repeats in the signal cabin the condition of the signals which are controlled from that cabin. So many signals are not visible from the cabins from which they are operated that the value of this safeguard is quite obvious. The invention earries this principle a further stage and achieves an even more notable and important precaution by repeating the state of the signals, not only in the signal bor but also in the cab of the locomotive, and so insures that the driver shall at all times have a clear view of the condition of the signals governing the road over which his engine is to run. This is accomplished by means of pneumatically operated miniature semaphores fitted up in the cab of the locomotive. Opposite each line signal a set of trippers in duplicate is placed in the four foot way. The trippers are mechanically and electrically connected with the ordinary signalling enuity and its simplicity," says Consul pers are mechanically and electrically connected with the ordinary signalling apparatus and stand erect or its flat accord-ing as the signals show danger or line clear.

apparatus and stand erect or the nat according as the signals show danger or line clear.

Beneath the locomotive there are two striking levers moving either way, which project such a distance as to meet the trippers when they are erect and to pass over them altogether when they are lowered. When 'danger' is signalled, therefore, the striking lever is thrown back by the upstanding trippers, with the instant effect that the semaphores in the cab of the engine faithfully reproduce the signal, and the levers, after striking the trippers, remain securely locked until released by the driver. But that is not all. Should the driver for any reason disregard the signal, his train is automatically pulled up quite independently of his own operations, and simultaneously a warning note is sounded by a horn on the locomotive, so that he is warned of his position both by visual and audible signals. At the same mement the signal man is warned of the irregularity by means of a special repeater fitted in the signal box, and an alarm bell is set going and continues ringing until he acknowledges it by pressing a plunger in the repeater.

and continues ringing until he acknowledges it by pressing a plunger in the repeater.

"In actual operation all this is very much timpler than perhaps appears from the description. So easily and with such prompt response does every part of the apparatus work that the probability of any portion of it being thrown out of gear is to say the least of it, exceedingly remote. But in the event of such a contingency occurring, either from accidental breakage or deliberate tampering, the mishap can sut in the event of such a contingency occurring, either from accidental breakage or deliberate tampering, the mishap can scarcely be attended with any element of danger. Complete provision is made for a contretemps of that sort. The immediate effect of the failure of any part of the apparatus to first lits appointed task would be that both the driver and signal man would be warned, and the line upon which the accident occurred would be blocked. "If the tripper mechanism, for instance, were to be put out of action the signal man would be given instant warning—a disk would fall on the repeater in front of him disclasing the words 'out of order,' and at the same time an alarm bell would ring. Moreover, if any 1-reakage should take place its rectification would be a matter of very little time and very little trouble, as allegate of the system are interchangeable.

parts of the system are interchangeable. Breakares, indeed, would be very rare, judged by the working of the system up to the greent. For nearly two years the Phillips syndicate has had a locomotive fitted worth her resent. fitted up with its apparatus, and although it has been in constant use there has been no occasion to replace a striking lever and every part of the mechanism is still in first class order."

Army and Navy Orders. Washington, Sept. 22,- The following army

d Lieu James S. Jones, Sixth Cavalry, terango, is detailed as recorder of the army a point appointed to meet in Chicago, and L. Dewitt, Twentieth Infantry, rederick K. Ward, Second Cavalry, to St. Cel. Thaddeus W. Jones, General Staff, adquarters Northern division, to Washdicet. Claude N. Peamster, Fourth in-ill report to the president of the Army

T. S. Rodgers, from duty as in-barge of reath lighthouse district, F. Hughes, from

Crittenden, when discharged from aval hospital, New York, granted

REAL BREATS LONG BLAND. . FOR SALE.

REAL ESTATE-LONG ISLAND FOR SALE.

REAL ESTATE-LONG ISLAND.

PERM BALE.

CITY BEAL ESTATE. BOROUGH OF BRONX. FOR SALE.

CITY BEAL ESTATE. BORGUGH OF BRONK.

CETY BEAL BETATEL MORQUEM OF BRONK. FOR SALE

Garden City Estates Garden City, Long Island

People go to the suburbs to escape the grind and unhealthfulness of the city-but wherever they go they want city conveniences. A place with mere surface improvements, such as side-walks and shade trees, won't do. They DO want and MUST have ALL improvements-EVERY convenience -and these are found at GARDEN CITY ESTATES.

#### IMPROVEMENTS:

Elaborate System of Sewers. Garden City Water. Gas and Electric Light. Granolithic Side Walks. Macadamized Streets.
Wide Boulevards with Center Parkings.
Finest Horticultural Effects Ever Attempted Thousands of Evergreens, Maples, Pop-lars, Shrubs and Flower Plants. GENERAL ADVANTAGES:

Between the Main Line and Hempstoad Division of the Long Island Railroad.
Thirty Minutes from Broadway when Pennsylvania Tunnel is Completed.
Two Artistic Railway Stations—None Finer on the Road the Boad.
Proper Restrictions.
Famous Episcopal CATHEDRAL.
ST. PAUL'S School for Boys.
ST. MARY'S for Girls. Garden City Hotel. Garden City Golf Club

Prices of lots average about \$560 each-many lower-many higher and they are sold either for cash or on convenient terms. WRITE FOR BOOKLET (DEPT. 8), AND LOOK AT GARDEN CITY ESTATES AT OUR EXPENSE while the great work of improvement is going on.

FLATIRON BLDG., 23d St., at B'way and



FLATIRON BLDQ., 23d St., at B'way and 5th Ave.

DIRECTORS:

GEORGE J. SMITH, President. Director National Security Co. Director Guardian Trust Co. Vice-President Acker, Merrall & Condit Co. LEROY W. BALDWIN, President Empire Trust Co.

ERNESTUS GULICK, Vice-President, President Ernestus Guilok Co. President Long Island Estates. President Estate Agents. President Flatbush Esst. President Garden City Securities Co. GEORGE W. PAIRCHILD. Vice-President Guardian Trust Co.

WILLIAM H. ENGLISH, Treasurer. Of James H. English & Son. Director Flatbush East. Director Empire Trust Co. Director Long Island Estates. Treasurer Garden City Securities O WILLIAM G. GILMORE, of Arbuckle Bros. Director Home Trust Co. TIMOTHY L. WOODRUFF.
President Provident
Savings Life Insurance Co.

156 Broadway, Manhattan. 244 Flatbush Ave., Brooklyn.

BRANCH OFFICE: 350 Fulton St., Brook yn.

RAILROAD.

RAILROAD.

STATIONS FOOT OF WEST TWENTY-THIRD STREET AND DESEROSSES AND CORT-LANDT STREETS.

LANDT STREETS.

LANDT STREETS.

LANDT STREETS.

LANDT STREETS.

The leaving time from Desprosses and Cortlandt Streets is five minutes later than that given below for Twenty-third Street Station.

FOR THE WEST.

J.55 A. M. CHICAGO SPECIAL.

SEA M. PITTSBURGH DAY EXPRESS.

LOUIS LANTTED.

Chicago, Chelmant, and St. Louis.

LOUIS LANTTED.

LOUIS EXPRESS.

S.55 P. M. CHICAGO, CINCINNATI, AND ST.

LOUIS EXPRESS.

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J.55 P. M. PACIFIC EXPRESS.

S.55 P. M. ST. LOUIS AND UNCINNATI EXP.

J.55 P. M. PACIFIC EXPRESS.

S.25 P. M. ST. LOUIS AND UNCINNATI EXP.

J.55 P. M. PACIFIC EXPRESS.

S.26 P. M. CLEVELAND AND CINCINNATI EX.

WASHINGTON AND THE SOUTH.

WASHINGTON AND THE SOUTH.

LOUIS S. "Congressional Limited").

J.55, S.25, "2.55, "6.55, "8.55, "0.55, "10.56, a.m., 12.25, "12.55, (2.3.25, "Congressional Limited").

S.55, S.25, "2.55, "6.55, "8.55, "9.25 p. m., 12.10 night.

SOUTHERN RAILWAY.—"5.25, "4.26 p. m., 12.10 agn.

ATLANTIC COAST LINE.—"9.25 a.m. and 9.25 p.m.

a. m. dally. ATLANTIC COAST LINE. -\*9.25 a.m. and 9.25 p.m. SEABOARD AIR LINE .- 12.25 p.m. and 12.10 a.m. NORFOLK AND WESTERN RAILWAY. - 13.25 p.m.

NORFOLK AND WESTERN RAILWAY.—\*3.28 p.m. daily.
CHESAPEAKE & OHIO RAILWAY.—\*7.55 a.m. week days: \*10.55 A. M. and \*4.55 p. m. daily.
FOR OLD POINT COMFORT and NORFOLK.—
\*7.25 a.m. week days and 8.55 p.m. daily.
ATLANTIC CITY.—9.55 a.m. and 2.54 p.m., week days.
HONG BRANCH. ASHURY PARK (Ocean Grove)
(North Asbury Park Sundays). and Point Pleasant. 8.55 a. m., 12.25, 2.25, 3.25, 4.25, 4.55 and 6.55 p. m. week days. Sundays, 8.26, 9.26, 10.55 a. m. apd 4.55 p. m. week days. Sundays, 8.26, 9.26, 10.55 a. m.
\*\*AST S. \*\*7.56, 8.25, 8.56, \*0.25, \*15.5, \*10.55, \*11.56 a. m., 12.25, \*21.255, \*15.6, \*1.55, \*10.55, \*11.56 a. m., 12.25, \*25, 6.55, \*5.5, \*10.55, \*10.55, \*10.55 a. m. 12.35, \*11.56, \*1.55, \*10.55, \*

night.
Tipining Car.
Tieket offices, Nos. 461, 1354 and 170 Broadway: 182
Fifth Avenue (below 23d St.): 283 Fifth Avenue
(corner 29th St.), and stations named above.
Brooklyn. 4 Court Street, 336 Fulton Street, 476
Nostrand Avenue, 360 Broadway, and Pennaylvania Annex Station. The New York Transfer
Company will call for and check baggage from
hotels and residences through to destination.
Telephone "345 Chelsas" for Pennsylvania Railroad
Cab Service.
W. W. ATTERBURY.
General Manager.
Pass'r Traffic Manager.
GEO. W. BOYD.
General Passenger Agent.

Maine.

Midshipmen A. W. Frank, F. X. Gygax, R. L.
Stover, C. R. Robinson and R. F. Freilson, to the
Kearsarke.

Midshipmen G. H. Bowdey, E. F. Johnson, W. C.

Midshipmen G. H. Bowdey, E. F. Johnson, W. C.

Nicke, V. Woodward and A. W. Atkins, to the Midshipmen A. W. Frank, F. X. Gyrax, R. L. Stover, C. R. Robinson and R. F. Freilsen, to the Kearaster, C. R. Robinson and R. F. Freilsen, to the Kearaster, C. M. Weopler, R. Jacobe and L. H. Maxheld, to the Kentucky.

Midshipmen F. E. Gros, R. B. Taylor, C. H. J. Keppler, R. Jacobe and L. H. Maxheld, to the Midshipmen F. E. Gros, R. B. Taylor, C. H. J. Keppler, R. Jacobe and L. H. Maxheld, to the Midshipmen F. E. Gros, R. B. Taylor, C. H. J. Keppler, R. Jacobe and L. H. Maxheld, to the Midshipmen F. E. Gros, R. B. Taylor, C. H. J. Keppler, R. Jacobe and L. H. Maxheld, to the Midshipmen F. E. Gros, R. B. Taylor, C. H. J. Keppler, R. Jacobe and L. H. Maxheld, to the Midshipmen F. E. Gros, R. B. Taylor, C. H. J. Keppler, R. J. J. M. J.

REAL ESTATE AT AUCTION.

BRYAN L. KENNELLY, Auctioneer will sell at auction

WEDNESDAY, OCT. 10TH, 1906 at 11 o'Clock, A. M.

at the Exchange Salesroom, 14 and 16 Vesey St.

## 250 Choice Bronx Lots

WAKEFIELD SECTION

## BATHGATE ESTATE

Between 237th and 239th Streets, White Plains Ave. to Baychester Ave.

Owing to the great movement in the Wakefield section of the Bronz, the BATHGATE Es-TATE has been forced to cut up this meanificant tract of land into building lets, and will offer the same at Public Austion on Easy Terms. A TITLE INSURANCE POLICY GUARANTEED BY THE TITLE INSURANCE CO. OF NEW YORK WILL BE DELIVERED 40 PURCHASERS

10% on day of sale TERMS: 20% in 30 days on delivery of deed 70% on mortgage at 5% for two years.

No property in the Brons is more beautifully situated than the BATHGATE ESTATE with its miles streets and cement sidewalks, affording as it does a magnificent view of the Sound and the entire Bronz TRANSPORTATION FACILITIES UNEXCELLED:—This property lies within the &c. territory, and readily accessible by Subway, elevated and trolleys. The electrification of the N. Y. and Harlem R. R. will take passengers from Wakefield to the Grand

NOT IN MANY YEARS HAVE PEOPLE OF MODERATE MEANS HAD SUCH AN OPPORTUNITY TO PURCHASE FIRST-CLASS BRONX LOTS AT PUBLIC AUCTION ON SUCH EASY TERMS.

As an illustration how values have increased in this section, we might quote the Crawford Property adjoining, which was sold at Auctien in June. 1905. All of this property has been resold at from 50 to 100 Per Cent. advance on the purchase price.

These Lots Are Perfectly Level-Absolutely No Rock. All persons interested in lots for building, investment, or speculation should not fail to see this property.

## How to Reach the Property. TAKE THE SUBWAY to 177TH STREET (West Farms), then take trolley to 257th Str.

TAKE THE SUBWAY to EAST 149TH STREET, then transfer to UNION RAILWAY TROLLEY and get off at 237th Street and White Plains Avenue.

TAKE ELEVATED ROAD to BEDFORD PARK, transfer to EAST MT. VERNON TROLLEY and

Book maps and full particulars can be had from the Auctioneer BRYAN L. KENNELLY, Tel, 1880 Rector, 7 Pine St.

FURNISHED BOOMS TO LET. Elegant rooms, five dollars.

Striking Lithographers Get Federation

The American Federation of Laber, it was announced yesterday, has decided to give financial assistance to the Lithographers' Protective and Beneficial Association, whose members have been on a national strike since the first of August. It was said that before the A. F. of L. took this action the funds of the strikers had been exhausted. President James T. Hamilton of the lithographers, who returned vesterday from Washington, said that the Federation has already given the first instalment of the money promised. The American Federation of Laber,

WANTED—One to ten scres of land on Long Island; not more than one mile from railroad sta-tion nor more than forty miles from Long Island City. Address, quoting price per acre for cash, J. D. T., room 16, 225 4th av. MILLINERY-Girl to do errands and shopping. BELLE & THE-RESE, 7 East 33d st.

HELP WANTED-MALES.

CHOIR BOYS—Probationers, about 11 years old, wanted; must be gentlemanly, and have true, clear voices; good salary given upon promotion to regular choir; uprown church, West Elde. Address MUSIC, 1364 Broadway.

HALP WANTED-FEMALE.

BOOKKEEPER - Lumber yard; single entry must be acquainted with measurements of timber, humber, references. Address, stating references and safety LUMBER BOOKKEEPER, 23 W. 12th st.

PRESN HAND WANTED for a doubt acting No. 5% Blue Press, to set dies and do stamping. Address JOHN W. RAPP, I Madison av., Room 8007. DIE MAKER WANTED familiar with draw-benca dies. Address JOAN W. RAPP, 1 Madison av. Room 6067.

REAL BREATE WANTED.

BRANCH OFFICES Advertisements and Subscriptions may be let these offices, where the rates are the same a lose charged at the main office.

New York City.

WALL NTREET THE SUN 106 Livingston 5 meas rounts at the Wall St. office.

B Broad St. Tel. B Broad St. Tel. 200 John.

DAILY SUNDAY

Manual office.

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BrooklyB.

BrooklyB.

Boston. Mass.

Room 25. Globe Building, Washington Street.

T. P. Harrison. Newark, N. J. 794 Broad Street F. N. Sommer 38th St. 125th St

Chicage, Ill.

TO LET FOR BUSINESS PURPOSES STORE FOR RENT—From April 188, 1997, oy possibly earlier, the best located store in Bast Orange, N. J., 22 feet front by over 125 feet deep; two fine show windows; situated at 359 Main-Street Strick Church Station; has been occupied for more than 10 years as a first class dry goods store; will alter to suit tenant; moderate rental and desirable lease to reliable party. April EDWARD E. BRUEN, Agent, 25 Washington Place, near Brick Church Station, Past Orange.

in BROADWAY STUDIO BUILDING. 2281 Broadway, N. Y.; very desirable location; Subway station same block. 76th at; steem heat and elevator. Apply to THOMAS DIMOND, 128 West 33d at.

Other advertisements under these classifications will be found in Second and Third Sections.



Concerning the

# Morris Park Auction Sale

would not be complete without laying particular emphasis on Clause Seventh of the TERMS of SALE, which reads as follows:

> SEVENTH: The seller will cause to be completed, without expense to the purchaser, the curbing and flagging of and the laying of water and gas mains through the streets and svenues in front of the lots above designated, in accordance with the plans of William B. Spencer, Esq., Civil Engineer. If said improvements be not completed at the time appointed for the delivery of the deed, the seller shall covenant to this effect in said deed."

Every experienced real estate investor will appreciate what this means:--it is a GUAR-ANTEE that purchasers at this sale will be SAVED an APTER-EXPENSE of from \$500 to \$1,000 per lot for future improvements, for the purchasers at this sale will be ABSOLUTELY FREE from ANY ASSESSMENT by the city for street opening, curbing and flagging, while the company is obligated also for the installation of the water and gas mains.

These improvements are now under way, and are far enough advanced to show their nature and to emphasize the wonderful natural beauty and topographical advantages of this well-named "PARK SECTION" of the Morris Park Race Track property.

Persons intending to BUILD a HOME cannot better employ a half hour or hour than in running up to-day or to-morrow, and walking around this beautiful tract.

Note the natural sanitary position of the property, the profusion of fine trees and the close proximity of this "GARDEN OF THE BRONX" to the Bronx Park, the Zoological Gardens and the Bronx and Pelham Parkway.

No intending home-builder can view this sight without feeling that he will be indeed fortunate to secure this luxury of surroundings, with all its SPLENDID ACCESSIBILITIES to EVERY portion of Manhattan Borough, at the moderate prices that will probably prevail at this FIRST SALE of Morris Park Race Track property.

The important thing to remember is that this is NEITHER SUBURBAN nor SEMI-SUBURBAN property. These lots are a PART of New York City itself, and are the very CHOICEST of that part of the city in which the advanced forethought of its citizens is concentrating the expenditure of MILLIONS and MILLIONS of DOL-LARS for Parks and Parkway systems, for the widening and deepening and PARKING of the Bronx River, and for every material improvement that has made of this particular section the spot to which every citizen of New York POINTS with PRIDE as the great artistic and civic achievement of our community. And right IN THE MIDDLE of all of these betterments lies the Morris Park Race Track property.

Of course, all these things are WELL KNOWN to PROFESSIONAL real estate speculators and SHREWD real estate investors. But this advertising is being done for the purpose of reaching the PROSPECTIVE HOME BUILDER, because the man who has been busy earning the dollars with which to BUILD HIS HOME has NOT had time to become an EX-

Yet it is THIS kind of purchaser we want to reach for this sale of the FIRST SEC-TION of our property. We want to reach the people who will BUY and BUILD, and we want them to BENEFIT MATERIALLY through their buying and building on this FIRST

The sale on THURSDAY covers about one-tenth of the entire property owned by this company, the beautiful section adjoining the cream of the ASTOR holdings, and upon the QUICK UP-BUILDING and realisation of profits by purchasers of this section depends the ultimate profit of this company on the whole tract. Hence, every endeavor of the owners is being concentrated to bring about the IMMEDIATE and PROFITABLE DEVELOP-MENT of THIS section of the property-a development which must lead to an increase of values in OUICK time and of LARGE extent.

> Much remains to be said about this property that has not been said, but the whole matter may be summed up in the statement:

> Visit the Morris Park Race Track property, if possible, and remember the date of the sale-THURSDAY of this week; the hour. HALF PAST TEN in the MORNING-and try to get to the Auction Room half an hour ahead of time, since EVERY LOT WILL BE ABSO-LUTELY, POSITIVELY AND PEREMPTORILY SOLD TO THE HIGHEST BIDDER WITHOUT ANY USELESS WASTE OF TIME OR DESCRIPTIVE DISCUSSION BY THE AUCTIONNER.

There are so many lines of Rapid Transit to the property that it hardly seems necessary to point them out. Some of the routes are:-

Third Ave. "L" to 177th St., transfer there to Morris Park Avenue car, direct to the property. Lenox Ave. Subway to 177th St. station, transfer to Morris Park Avenue car, direct to the preperty. Any trolley car in the Bronx and transfer to Morris Park Avenue car or White Plains Road car. Any train of the local service of the New Haven R. R. and get off at Van Nest or Westchester station.

Applications may now be made for maps and particulars either to the auctioneers or to the owners.

### Sale on THURSDAY, Sept. 27, at 10:30 A. M. By McVICKAR-GAILLARD REALTY CO., Auctioneers,

42 BROADWAY. 457 FIFTH AVENUE. 444 COLUMBUS AVENUE. 242 EAST HOUSTON STREET. At Real Estate Salesrooms, 14 Vesey St., Manhattan

FIDELITY DEVELOPMENT CO., Owners.

Flatiron Building,

Broadway and 23d St., New York.

TERMS: 10 per cent. on day of sale. 30 per cent. within 30 days, on delivery of deed; 60 per cent, to remain on mortgages at 5 p:r cent., 1, 2 or 3 years.